

Capital Area Pedestrian & Bicycle Plan 2016

Executive Summary

Adopted 10/19/2016

Capital Area Metropolitan Planning Organization

Holts Summit - Jefferson City - Lake Mykee - St. Martins - Taos - Wardsville - portions of Cole & Callaway Counties

Vision

"A vibrant, comprehensive transportation network where all persons can safely walk, bike, & ride the bus efficiently and conveniently with continuous collaboration from the community."

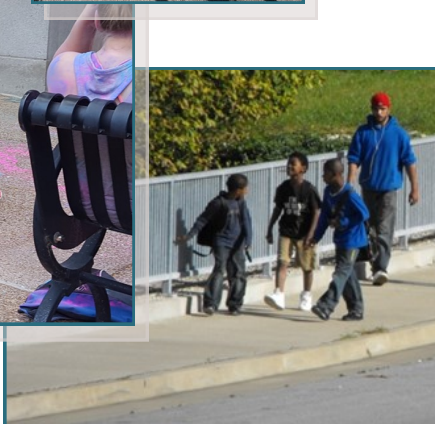
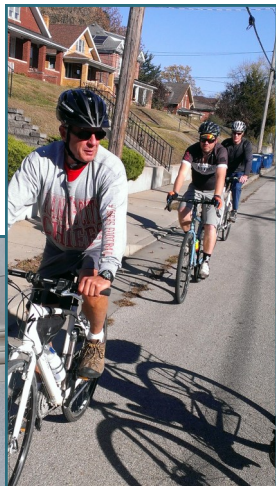
The Plan

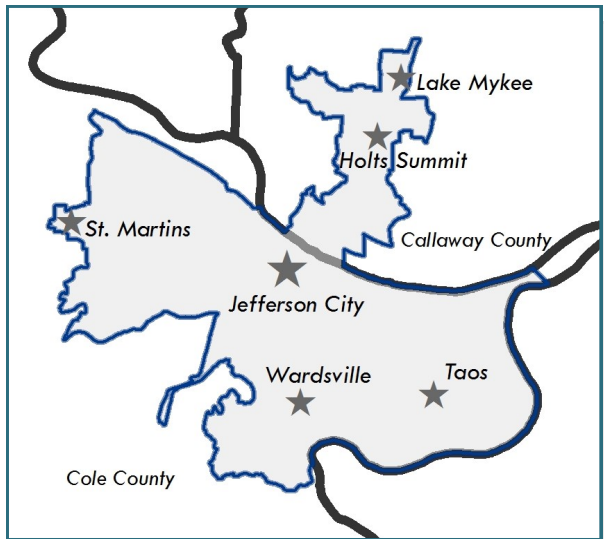
The Capital Area Pedestrian & Bicycle Plan, adopted in 2016, is intended as a resource to improve safety, connectivity, and mobility for pedestrian and bicycle users in the Capital Area Metropolitan Planning Organization (CAMPO) planning area. The goals, recommendations, and strategies outlined in the plan can be used by jurisdictions to develop an individualized implementation strategy to fit the unique pedestrian and bicycle needs of that community. The plan is also intended to be a guide for future growth by recommending strategies, policies, and procedures to guide future development and improve existing infrastructure, making the CAMPO planning area a great place to walk and bike.

The regional plan includes information for all communities within the CAMPO planning area, including: Holts Summit, Jefferson City, Lake Mykee, St. Martins, Taos, Wardsville, and parts of Cole and Callaway Counties.

The process to develop the plan included intensive public outreach, gathering input from local, state, regional, and federal planning partners, city and county staff, local business owners, advocacy groups, and most importantly, the general public. Through the use of surveys, committee input, and public comments, CAMPO staff was able to access a wide range of public input. This public input was used to create the goals and strategies used in the plan. It is hoped that jurisdictions within CAMPO will:

- Formally adopt the Capital Area Pedestrian and Bicycle Plan.
- Develop an Implementation Strategy specific to that jurisdiction.
- Adopt a Livable Streets policy appropriate for their community.





CAMPO Planning Area

What is CAMPO?

CAMPO is the designated metropolitan planning organization for the Jefferson City urbanized area and is governed by a Board of Directors that consists of representatives from jurisdictions within the planning area and Missouri Department of Transportation (MoDOT).

CAMPO is responsible for long range multimodal transportation planning, including maintenance of the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

Collaboration is important in achieving CAMPO's core functions and responsibilities. As a regional organization, CAMPO coordinates and collaborates with a number of partners at the state and local level, both public and private. These partnerships provide the opportunity for all regional partners to coordinate planning and implementation activities.



Walking and bicycling are important...

Walking and bicycling are important aspects of a community's public health, economic vitality, safety, environmental sustainability, and mobility. These modes of transportation are especially important for children, the elderly, the disabled, and those with fixed or low incomes. Walkability and bikeability are important to attracting tourists and attracting or retaining residents alike.

Benefits of Active Transportation

Active transportation can include walking, bicycling, skating and skateboarding, and public transit. Using active transportation supports local trips and is an easy way for people to get a regular dose of physical activity and contribute to the local economy.

The benefits of a more bicycle and pedestrian friendly community are varied and complex. Planning for such a community contributes to resolving many issues, including;

- Health** - Physical activity such as walking and bicycling can reduce incidences of chronic health problems and improve quality of life. The picture to the left depicts two young girls preparing to run in a 5k in downtown Jefferson City.
- Economic Development** - Walkable and bikable communities support the local economy by increasing traffic at local businesses, tourism, and increased home values.
- Safety** - Improving the safety of people walking and bicycling improves the safety of everyone, including people in cars.
- Congestion** - Improving facilities for walking and bicycling is an essential component of reducing traffic congestion.
- Environmental Impacts** - Fewer cars on the road mean lower greenhouse gas emissions and a reduction in noise pollution.
- Accessibility** - Walking and bicycling are low cost transportation options that all members of the community can access.

By guiding the region toward bicycle and pedestrian friendly development, this plan can affect all of these areas, collectively influencing existing and future quality of life in the CAMPO planning area.

Plan Development

In the spring of 2015, the CAMPO Board of Directors approved the creation of two committees to support the development of this plan. These two committees, the Advisory Committee and the Steering Committee, were key participants in the creation of this plan, as they were comprised of a number of public and private stakeholders and provided invaluable input and commentary to CAMPO staff as the plan was developed.

Advisory Committee Members

- City of Jefferson
- Holts Summit
- St. Martins
- Cole County
- Federal Transit Administration
- Federal Highway Administration
- Missouri Dept. of Health and Senior Services
- Missouri Department of Transportation
- Cole County Health Department
- Missouri Bicycle and Pedestrian Federation
- Lincoln University
- Red Wheel Bike Shop
- Hartsburg Cycle Depot
- Independent Living Resource Center
- Missouri River Regional Library
- Capital Region Medical Center
- Jefferson City Convention and Visitors Bureau
- Jefferson City Area Chamber of Commerce
- Jefferson City Public Schools
- AARP – Missouri

Steering Committee Members

- City of Jefferson Staff (Planning and Protective Services; Public Works; Parks, Recreation & Forestry; Police Department)
- Cole County Public Works
- Missouri Department of Transportation
- CAMPO Board and Technical Committee Members
- City of St. Martins
- Federal Transit Administration
- Federal Highway Administration
- Missouri Bicycle and Pedestrian Federation

More than 50 people attended the June 25, 2015 Open House event, providing CAMPO staff with a range of useful comments and suggestions on improving pedestrian and bicycle access.



Outreach to CAMPO Jurisdictions

Presentations were given and/or meetings held with each CAMPO jurisdiction during the development of the plan and during the adoption process. Each jurisdiction was given the opportunity to develop an Implementation Strategy specific to their community needs and capabilities.

Public participation and stakeholder input was key during the planning process. The Steering and Advisory Committees provided valuable input and support in the development of this plan.



Vision, Goals, and Objectives

The Vision, Goals, and Objectives developed for this plan are the foundation for developing and improving pedestrian and bicycle travel in the CAMPO region. A wide variety of stakeholders, and the public contributed to the development of the vision statement, which establishes the basic principles used to develop the goals, objectives, and recommendations identified. This plan seeks to provide guidance for the region to become more pedestrian and bicycle friendly through improvements to safety, access, and mobility.

The goals have been created to complement the Vision statement. Working with St. Louis-based Trailnet, through the Missouri Department of Health and Senior Services, a joint Advisory and Steering Committee meeting helped refine the goals. Both the vision statement and goals were subsequently approved by the Steering Committee.

Each goal was assigned specific objectives, which supports the achievement of the goal and realization of the vision. The goals and objectives were used to develop the CAMPO Strategy.

A large amount of public input went into the development of the goals and objectives. Multiple Steering Committee and Advisory Committee meetings were used to gather valuable input about needs in the planning area.

Vision

"A vibrant, comprehensive transportation network where all persons can safely walk, bike, & ride the bus efficiently and conveniently with continuous collaboration from the community."



Goals and Objectives

- 1. Improve user safety of all modes of transportation.**
 - Review existing laws regarding safety for people walking and biking.
 - Improve planning and engineering procedures and policies.
 - Improve enforcement and increase penalties for violation of traffic laws.
 - Create an ongoing education program for pedestrians, bicyclist, and motorists.
- 2. Increase the number of people walking, bicycling and using transit.**
 - Encourage people to walk, bike and ride public transit.
 - Increase walking, bicycling, and bus access to existing community events.
 - Educate people about walking, bicycling and riding public transit.
- 3. Stimulate economic development within the community.**
 - Enhance tourism.
 - Increase access to local stores, restaurants, and other businesses.
 - Improve access to employment and commerce.
- 4. Educate the community on the benefits of well-connected transportation system that includes vehicles, walking, biking, and transit.**
 - Increase awareness regarding transportation using non-personal motor vehicles.
- 5. Improve the health and well-being of all members of the community.**
 - Incorporate a health consideration component in all policies.
 - Reduce health issues associated with sedentary lifestyles (e.g. type 2 diabetes, heart disease and obesity).
- 6. Foster a continued, collaborative, and cooperative relationship with the public in the development of a well-connected transportation system.**
 - Encourage community and regional involvement.

Implementation

This implementation section of the plan lays out a strategy for the CAMPO region to achieve the goals and objectives of this plan. Included, are strategies, performance measures, and timelines to guide and track the implementation process. Also included is an illustrative list of projects and a list of funding options that can be used to support these items.

It is important to reiterate the role of CAMPO in the implementation of this plan. Although the CAMPO region includes six incorporated communities and portions of two counties, it has no direct influence over any jurisdiction within its borders. However, CAMPO can assist local jurisdictions with developing a community specific implementation strategy referencing the goals and recommendations laid out in this plan. It is the jurisdictions responsibility to implement the plan.

All activities undertaken by CAMPO staff must be supported by the Unified Planning Work Program.

The “CAMPO Strategy”

The CAMPO Strategy includes a list of strategies that CAMPO has identified as tasks that can be addressed or started within the next one to five years. Using the goals and recommendations as a guide, the strategies were grouped into the following four categories reflective of the public comments and input received:

- Policy & Planning
- Education and Safety
- Tourism
- Pedestrian & Bicycle Network Improvements



As strategies are implemented and funding is made available projects may be programed into the CAMPO Transportation Improvement Program (TIP). The pedestrian bridge, pictured left, is an example of a pedestrian project that was able to be funded and programed into the TIP.

Policy & Planning

- Participation in or support of a Pedestrian & Bicycle Committee.
- Cooperate with jurisdictions in the development of community specific plans, policies, ordinances, or grant applications.
- Encourage the adoption of the Capital Area Pedestrian and Bicycle Plan by jurisdictions.
- Collaborate with or form partnerships with local, state, and national organizations.

Education and Safety

- Assist communities with development of education campaigns that support or promote recreational, safety, and/or education events.
- Assist communities with development of a Walking School Bus Program.

Tourism

- Provide maps or brochures showing mobility options for tourists and the general public.
- Assist communities or local organizations with promotion of walking/bicycling tourism events.

Pedestrian & Bicycle Network Improvements

- Assist communities with identification of gaps in connectivity, including pedestrian, bicycle, and transit.
- Evaluate sidewalk condition and ADA compliance.
- Assist with identification and prioritization of future sidewalk locations.
- Encourage development of bicycle and/or walking route options linking CAMPO communities, Katy Trail, Rock Island Trail, Greenway Trail, Runge Nature Center Trail, and Clark’s Hill/Norton State Historic Site Trail.
- Assist with identification of additional areas to enhance wayfinding signage.
- Identify areas where infrastructure is needed.
- Review and update Capital Area Pedestrian and Bicycle Plan.

Illustrative List of Projects

The following list includes specific projects that have been identified as part of the planning process but are not able to be implemented with current funding allocations. Additionally, the map on the following page is one of two maps from the plan that depicts recommended bicycle routes that have been developed as part of this planning process and coincide with other community plans. In the event that additional funding is secured, these projects may be programmed into the CAMPO Transportation Improvement Program (TIP) or into an individual jurisdiction's Capital Improvement Program.

Pedestrian Crossing Improvements

Holts Summit

- Route OO and US 54
- Center Street and US 54

Jefferson City

- US 54 and Ellis Boulevard
- Missouri Boulevard and Dix Road
- US 50 and Dix Road
- US 50 and Truman Boulevard
- Construction of a pedestrian bridge over railway that links downtown Jefferson City to a river front park.
- Installation of signalized crossings where the Greenway Trail crosses roadways.

St. Martins

- US Business 50 West (at school and at various locations between school and Route T)

Sidewalks

- Develop or purchase a sidewalk management system.
- Implement sidewalk installation as outlined in the Jefferson City Sidewalk Plan.
- Implement sidewalk installation as outlined in the Holts Summit sidewalk plan.
- Sidewalk installation in St. Martins on north side of US Business 50 West between Hillside Dr. and Binder Lake Rd.

Trail Connectivity

- Trail connectivity between Holts Summit Greenway Park and Katy Trail.
- Create Greenway Trail connectivity between

Jefferson City, Binder Lake, and St. Martins.

- Create a signed trail connection between CAMPO trail systems and Rock Island Trail.
- Create Greenway Trail connections to low-income neighborhoods and residential areas.
- Install wayfinding to help navigate greenway trail and alert them to nearby shops or services.

Bicycle Infrastructure

- Installation of bicycle parking at transit stops, community facilities, and public housing.
- Installation of a storage locker facility for Katy Trail visitors.
- Creation of on-street signed bike routes that provide connectivity to other trails or signed bike routes.
- Create a signed bicycle route between Jefferson City and Osage City, Clark's Hill/Norton State Historic Site.

Transit

- Improve sidewalk connectivity to transit stops.
- Improve pedestrian crossings near transit stops.
- Investigate installation of transit stops in Holts Summit and St. Martins.

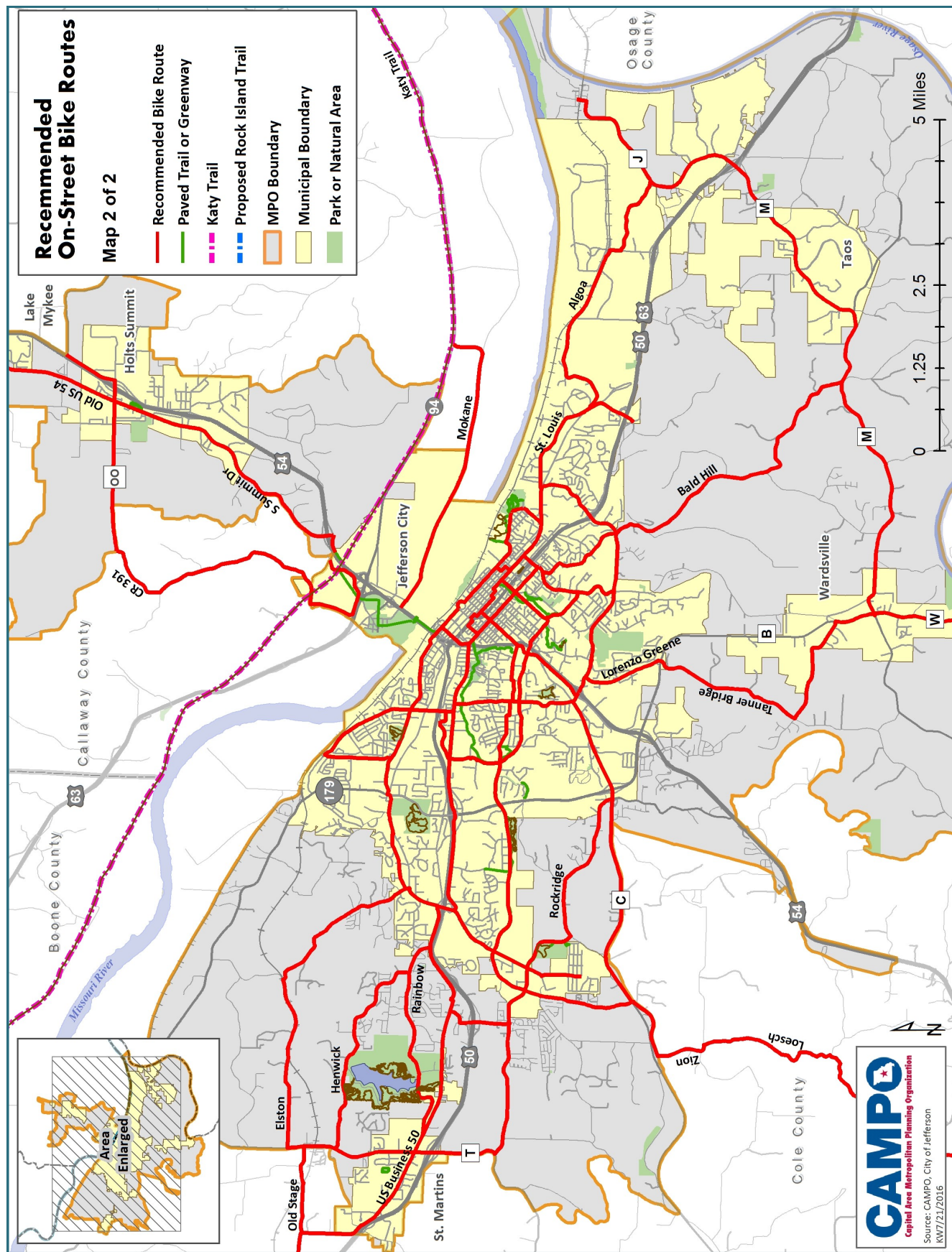
Road Improvements

- Improve or expand shoulders on state routes to provide more space for pedestrians and bicyclists.



Advisory bike lanes were added to multiple streets in Jefferson City in late 2016. These bike lanes now connect cyclists to the downtown area, Katy Trail, and the Dunklin Street Greenway Trailhead.

Map of recommended On-Street Bicycle Routes. The map is one of two maps included in the plan depicting bike route recommendations. These routes would also provide connectivity to the Rock Island Trail, which is currently under development in southern Cole County.



CAMPO Livable Streets Policy

As part of the 2016 adoption of the Capital Area Pedestrian and Bicycle Plan, the CAMPO Board of Directors also adopted a Livable Streets Policy. Livable Streets, also known as Complete Streets, is a design and planning approach that considers the needs and safety concerns of all residents and users, including vehicles, pedestrians, bicyclists, transit users, seniors and the mobility-impaired. Jefferson City is the only community within CAMPO to have passed a resolution in support of Livable Streets. The resolution was passed in November of 2011.

The CAMPO Livable Streets Policy works to achieve the region's long range vision of a safe and context-sensitive multimodal street system promoting equal use of roads. It is modeled from the Mid-America Regional Council's Complete Streets Policy. The policy actively promotes Livable Streets and encourages all jurisdictions throughout the region to additionally adopt and implement Livable Streets policies of their own. The policy applies to all CAMPO activities programming federal funds for projects in the Transportation Improvement Program or the Metropolitan Transportation Plan.

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*For more information,
please contact us here.*

Acknowledgements: More than 270 people provided input in the development of this plan. The CAMPO Board of Directors, Technical Committee and staff wishes to thank those who participated in the development of the plan through participation the Steering and Advisory Committees. These individuals listed below provided valuable input and support in the development of this plan. While we cannot acknowledge every person who provided input, CAMPO recognizes those individuals and organizations that provided input via attendance at open house events and meetings, and participated in surveys. A more inclusive list of participants can be found in the full plan. CAMPO extends a special "thank you" to the Missouri Department of Health and Senior Services and to Rachel Rulhen for her support in development of this plan.



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